

ABSTRACT OF THE DISCLOSURE

A system and method for controlling a variable displacement internal combustion engine having dedicated  
5 actuators associated with a group or bank of cylinders pre-positions actuators associated with the deactivated cylinders based on operating conditions associated with the activated cylinders to reduce torque excursions during reactivation. In one embodiment, a variable cam timing  
10 mechanism associated with the deactivated bank of cylinders is pre-positioned to achieve the steady state air charge based on engine speed and manifold pressure of the activated cylinders.

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